



**GUIDE FOR**

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## **HULL INSPECTION AND MAINTENANCE PROGRAM**

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American Bureau of Shipping  
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the State of New York 1862

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## **Updates**

### **February 2014 consolidation includes:**

- January 2013 version plus Corrigenda/Editorials

## **Foreword**

This is the **fourth** edition of the *Guide for Hull Inspection and Maintenance Program*.

The reason for the changes to this Guide was to clarify program requirements and responsibilities of various ABS Departments.

ABS supports the implementation by Owners of a proactive hull maintenance program complying with self-imposed standards and the requirements in this Guide. In conjunction with the normal classification surveys, such an approach provides a means to regularly evaluate and maintain the vessel's hull structural condition.

This Guide becomes effective on the first day of the month of publication.

Users are advised to check periodically on the ABS website [www.eagle.org](http://www.eagle.org) to verify that this version of this Guide is the most current.

*We welcome your feedback. Comments or suggestions can be sent electronically by email to [rsd@eagle.org](mailto:rsd@eagle.org).*



## GUIDE FOR

# HULL INSPECTION AND MAINTENANCE PROGRAM

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## SECTION 1 Introduction

### 1 General

The Hull Inspection and Maintenance Program (HIMP) is offered by ABS to assist Owners and Operators to more effectively inspect and maintain the hull structure on their vessels.

*Note:* The general term “vessel” used throughout this Guide is meant to be a ship, a barge, an offshore unit or facility, or any other floating or fixed structure where HIMP would be applicable.

Vessels enrolled in this program may be eligible for the optional class notation **HIMP**.

This Guide sets forth requirements for the HIMP intended to assist users in the development, improvement, and application of their hull maintenance management systems. This Guide details the procedures associated with the development and implementation of an approved Hull Inspection and Maintenance Program. When properly performed by Owner’s qualified inspectors who are acceptable to ABS, such a program may be used as an aid to more effectively assess and document the condition of the hull structure.

Hull structure inspection and maintenance on vessels using the HIMP with or without the associated notation, does not supersede the judgment of an ABS Surveyor, nor does it waive ABS Surveyor attendance for the periodic surveys necessary for maintenance of Class, including damage and repair, as required by the applicable ABS Rules or Guides used for classing the vessel’s hull structure.

#### 1.1 IACS PR 33 Owner’s Hull Inspection and Maintenance Schemes

*Owner’s hull inspection and maintenance schemes are to be encouraged as a means for maintaining compliance with classification and statutory requirements between surveys. However, these schemes are not to be accepted as an alternative to, or a substitute for, the performance of required classification and/or statutory surveys of the hull by the Surveyors of the Society, or of another duly authorized Society. The Surveyors may be assisted, where appropriate, by service suppliers as defined in UR Z17.*

### 3 Scope

This Guide is intended to address the requirements for the Hull Inspection and Maintenance Program in conjunction with the applicable requirements of the ABS Rules/Guides.

These requirements are applicable to those features that are permanent in nature and can be verified by plan review, calculation, physical survey or other approved means.

#### 3.1 Statutory Requirements

The application of this Guide does not cover any statutory survey requirements that may apply to the vessel being considered (e.g., Load Line, SOLAS, MARPOL, MODU Code).

Although ABS is authorized to perform statutory surveys on behalf of many flag States, ABS is not in a position to alter or waive the statutory requirements. The administration or regulatory body is the final determining body for statutory or regulatory requirements under their jurisdiction.



## SECTION 2 Program Requirements

In order to enroll in the Hull Inspection and Maintenance Program (HIMP), vessels are to meet the following conditions:

### 1 Age and Type of Vessel (*1 December 2013*)

There is no restriction on the age or type of a vessel when entered into the program. HIMP is offered to all ABS classed vessels. When an existing vessel applies to enter the program, ABS **Corporate Classification** will conduct a review of the vessel's survey history to assess the details of the hull structure, previous hull damages, open recommendations, and tank coating conditions. Upon completion of this review, the Owner is to be notified of any issues, which do not comply with the HIMP requirements. Vessels found to be in satisfactory condition may be considered eligible for HIMP.

To assist in the ABS review, Owners **must** support the application with **information requested in Subsection 3/1 i) to vii)** together with details of their in-place hull maintenance programs.

### 3 Surveys

ABS periodic surveys required to maintain classification of the vessel are to be up-to-date and without any outstanding recommendations affecting the vessel's hull structure.

### 5 Damages and Failures

Any class and/or statutory outstanding recommendations/deficiencies associated with the vessel's hull structure are to be satisfactorily rectified prior to participation in HIMP.

Damage, failure, deterioration or repair to the hull, which affects or may affect classification, is to be submitted for examination by an ABS Surveyor at the first opportunity. All repairs found necessary are to be carried out to the Surveyor's satisfaction prior to participation in HIMP.

### 7 Implementation (*1 December 2013*)

Implementation of HIMP requires an onboard attendance by ABS. An Interim **HIMP** notation **may be assigned upon confirmation of 2/7.1 but does not become fully effective until a verification survey has been carried out by the ABS Surveyor. This verification survey (2/7.3) must be carried out as soon as possible but no later than the next due drydocking survey. An Additional Requirement is to be added to the vessel's status noting that: "The HIMP implementation survey is not complete and the **HIMP** notation is to be withdrawn if the survey is not carried out prior to crediting the next drydocking survey".**

#### 7.1 Confirmation of Onboard Documents and Software

The following documents are to be confirmed by the attending Surveyor:

- i) Approval by ABS **Corporate Classification** for entry into HIMP.
- ii) ABS NS5 HIM software is installed and operational on the vessel's computer, or alternatively, an ABS approved HIMP manual is placed on board.
- iii) Current certification from the ABS **Corporate Learning Center** evidencing that each of the Owner's designated hull Inspectors have satisfactorily completed Qualified Inspector training, or alternatively, evidence of another ABS approved Qualified Inspector training program, **and that all required refresher training has been satisfactorily completed.**

### **7.3 Verification Survey**

When ABS confirmation in accordance with 2/7.1 has been completed, the following verification survey is to be carried out:

- i) A minimum of two ballast tanks are to be examined by each trained Inspector in the presence of the ABS Surveyor.
- ii) The Inspector's decisions, including grading of the zones within the space on each of the six criteria in accordance with the ABS "Inspection Grading Criteria for the ABS Hull Inspection and Maintenance Program (HIMP)" (see [www.eagle.org](http://www.eagle.org) – Resources | Publications | Marine), are to be assessed by the Surveyor.
- iii) The Inspector's capability and proper entry of the findings into the ABS NS5 HIM software (when installed), as a result of the above examination, is to be assessed by the Surveyor.

Upon satisfactory completion of the above, the attending Surveyor is to report back to the ABS Classification and Documentation Center recommending the vessel's HIMP to be initiated in the ABS system.

The inspector's certificate remains current for five years from the date of completion of the verification survey subject to annual verification of documentary evidence of completing at least one HIMP hull inspection each year.

### **9 Periodic Surveys (1 December 2013)**

HIMP is to be subject to annual confirmation surveys conducted in conjunction with each Annual Survey – Hull, and the Surveyor is to review and verify the following information:

- i) Vessel's Status and History
- ii) ABS NS5 HIM software maintained with the minimum inspection criteria as outlined in Subsection 3/1 of this Guide, or alternatively, an ABS Approved HIMP manual reflecting compliance with the aforementioned minimum inspection criteria is onboard the vessel.
- iii) HIMP information is being updated on the NS5 HIM software, or alternatively, the ABS approved HIMP manual and the planned inspections are being carried out and reported upon by a qualified Inspector responsible for maintaining the details of the program as required.
- iv) Qualified Inspector's certification is current, and documentary evidence exists for completing HIMP inspections within the previous year. Where either condition is not met, the Inspector shall complete refresher training as per 3/5.3.

At the time of the survey, the Surveyor is also to conduct a general review of the HIMP inspections undertaken by the qualified Inspector(s) within the previous year. Areas with damages or other defects indicated in the inspection report(s), that affect or may affect classification are to be examined by an ABS Surveyor.

*Note:* During other classification surveys, such as the Intermediate and Special Periodical or Continuous Survey – Hull, the records of the Hull Inspection and Maintenance Program are to be made available for the attending Surveyor(s) to review prior to conducting the survey.

### **11 Cancellation of Program (1 December 2013)**

The class notation **HIMP** may be terminated by ABS if any of the following is found:

- i) The program is not being satisfactorily carried out
- ii) Maintenance records are found to be unacceptable
- iii) General condition of the hull structure is determined to be unacceptable

## **Section 2 Program Requirements**

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Under any of the following circumstances, the program, as well as the **HIMP** notation, is to be suspended at such time until an updated plan is resubmitted for approval:

- i)* Change of ownership or management of the vessel
- ii)* Transfer of class

The Owner may cancel the HIMP at any time by informing **the ABS Classification and Documentation Center** in writing.



## SECTION 3 HIMP Requirements (1 December 2013)

### 1 Requirements for Entry into the Program

The Owner's HIMP program is to at least include the following:

- i) Confirmation that the Company has a safety policy and procedures in place for confined space entry. (For information only)
- ii) Confirmation that the program is to report as a minimum on the structural condition/grading of all applicable items required to be inspected in accordance with 3/3.1 through 3/3.5 of this Guide.
- iii) Confirmation that grading of the zones within the tanks/spaces inspected on each of the six criteria is to be in accordance with the ABS "Inspection Grading Criteria for the ABS Hull Inspection and Maintenance Program (HIMP)"
- iv) Confirmation that General Arrangement plans are available onboard
- v) Confirmation that the Mid-ship Section plan is available onboard for ship-shaped vessels
- vi) Confirmation that the Operations Manual is onboard offshore units
- vii) Maintenance descriptions for each item detailing the minimum work necessary to demonstrate that a satisfactory examination of the item will be made.
- viii) Sample reporting and recording procedures to demonstrate that the HIMP is being properly adhered to onboard the vessel. This is to include a system for reporting the following information to the Owners/Management office as well as recording same onboard the vessel:
  - Details of the inspections carried out (details are to include proper structure identification such as tank/hold information, frame number, deck, shell plating, stringers, bulkheads, and longitudinals as identified on the vessel's drawings)
  - The conditions as found including documentation by representative digital photographs. A minimum of six (6) photos per any zone examined. The photos are to be digitally date stamped.
  - Any findings, repairs or maintenance undertaken shall be reported upon by a Company-consistent scheme which is capable of denoting the severity of any finding.
- ix) Training of the designated hull Inspectors is to be provided by the ABS Corporate Learning Center, or alternatively, another ABS-approved training program (see Subsection 3/5). When the training has been provided by a facility other than ABS, a record of the ABS approval of the training program shall be kept onboard the vessel for verification at annual surveys.
- x) Records of the designated hull Inspectors are to be maintained onboard the vessel for Surveyor verification. As a minimum, this shall include the individual's name, title, unique qualification tracking number (e.g., License no., seaman card no., company employee no., qualification certificate no., etc.), the name of the facility which provided the training, and the dates of completed refresher training.

### 3 HIMP Inspection Intervals and Requirements

The inspections performed in accordance with the NS5 HIM software or the ABS-approved HIMP manual are not intended to preclude the Owner from carrying out occasional or additional inspections and maintenance as a result of an unexpected failure or event (such as damage resulting from heavy weather or cargo loading/unloading operations) which may affect the condition of the hull or equipment. When inspections and maintenance are carried out, the details of such inspections, including the conditions found, are to be recorded using the vessel's onboard software when installed or in the ABS approved HIMP manual if software is unavailable.

If any deficiency which affects or may affect classification is discovered during the HIMP inspection, it is to be submitted by the Owner or Operator for examination by a Surveyor at the first opportunity in accordance with 7-1-1/7 of the ABS *Rules for Survey After Construction (Part 7)*, 7-2-1/7 of the ABS *MODU Rules* and Part 1 of the ABS Rules.

### **3.1 Inspection Intervals**

The following minimum intervals are to be maintained.

#### **3.1.1 Annual Inspections**

Annual inspections are required to be completed prior to ABS Surveyor attendance for the Annual Survey of Hull. Annual Survey of Hull cannot be credited by ABS until all due annual inspections are completed by the qualified Inspector and reported in ABS NS5 HIM software, **when installed, or in the ABS approved HIMP manual if software is unavailable.**

In general, frequency of annual inspections is to be 12 months. In no case is this frequency to be extended beyond 18 months from the date the last such inspection was completed.

#### **3.1.2 Intermediate Inspections**

Intermediate inspections are required to be completed prior to ABS Surveyor attendance for the Drydocking Survey (or UWILD if agreed by ABS). Drydocking Survey cannot be credited by ABS until all due intermediate inspections are completed by the qualified Inspector and reported in ABS NS5 HIM software, **when installed, or in the ABS approved HIMP manual if software is unavailable.**

In general, frequency of intermediate inspections is to be between 24 to 36 months. In no case is this frequency to be extended beyond 36 months from the date the last such inspection was completed.

*Note:* For mobile offshore drilling units, the requirements of an “Intermediate Inspection” are the same as a Rule-required “Intermediate Drydocking/UWILD”.

#### **3.1.3 5 Year Inspections**

5 year inspections are required to be completed prior to ABS Surveyor attendance for the Special Survey of Hull. Special Survey of Hull cannot be credited by ABS until all due 5 year inspections are completed by the qualified Inspector and reported in ABS NS5 HIM software, **when installed, or in the ABS approved HIMP manual if software is unavailable.**

The frequency of the 5 year inspections is not to exceed 60 months from the anniversary date or completion of the last such inspection.

### **3.3 Inspection Requirements for Vessels other than Mobile Offshore Drilling Units**

Inspection requirements for vessels other than mobile offshore drilling units are to comply with 3/3.3.1 through 3/3.3.3.

#### **3.3.1 Annual Inspection**

The following items are to be examined and reported **upon**:

- i)* Any suspect areas or critical structural locations that have been identified
- ii)* Deck area structure
- iii)* Structural and coating condition of all ballast **tanks** and cargo/ballast tanks including peak tanks
- iv)* Hatch covers and access hatches with closing appliances
- v)* Deck equipment, deck fittings, helicopter landing pads
- vi)* Piping and supports
- vii)* Superstructures and deckhouses, including doors and closing appliances
- viii)* Shell plating above the waterline
- ix)* Cargo holds, cargo tanks, and spaces

- x)* Voids and/or cofferdams
- xi)* Pipe ducts and tunnels
- xii)* Longitudinal box girders and cross deck box beams
- xiii)* Other accessible spaces
- xiv)* Sea connections and overboard discharges

### 3.3.2 Intermediate Inspection

The following items are to be examined and reported upon:

- i)* All inspections required by 3/3.3.1 of this Guide
- ii)* External condition of the shell plating below the waterline
- iii)* Internal condition of the boundary plating, internal bulkheads, framing, girders, and other types of stiffening members of all tanks containing bilge or oily water
- iv)* Internal condition of the boundary plating, internal bulkheads, framing, girders, and other types of stiffening members of all dry spaces, such as:
  - a)* Void spaces
  - b)* Storage rooms
  - c)* Cofferdams

### 3.3.3 5 Year Inspection Requirements

The following items are to be examined and reported upon:

- i)* All inspections required by 3/3.3.1 and 3/3.3.2 of this Guide
- ii)* Internal condition of the boundary plating, internal bulkheads, framing, girders, and other types of stiffening members of all tanks that are designed to mainly carry liquids other than salt water, such as:
  - a)* Fresh water tanks
  - b)* Fuel, diesel, or lube oil tanks
  - c)* All other liquid tanks not required to be inspected per 3/3.3.1 and 3/3.3.2 of this Guide

## 3.5 Inspection Requirements for Mobile Offshore Drilling Units

Inspection requirements for mobile offshore drilling units are to comply with 3/3.5.1 through 3/3.5.3.

### 3.5.1 Annual Inspection for MODUs

The following items are to be examined and reported upon:

- i)* Any suspect areas or critical structural locations that have been identified
- ii)* External condition of the shell and deck plating and structures above the waterline
- iii)* External condition of accessible hull structure above the waterline designated as “Special Application Structure” or “Primary Application Structure” and as defined in the ABS *Rules for Building and Classing Mobile Offshore Drilling Units (MODU Rules)* or as indicated on the Owner’s construction portfolio, whichever is the more onerous. For detailed listing of such structures, refer to Sections 3-2-3, 3-2-4, and 3-2-5 of the *MODU Rules*. These structures may include, but are not limited to, the longitudinal/cross deck ‘I’ or ‘box’ type girders, lattice-type legs, columns, horizontal/transverse/diagonal bracings, lower hulls (pontoons), crane pedestals, etc..

- iv)** Hull structure members such as all:
  - a) Hatch covers or other closing appliances
  - b) Deck fittings or equipment
  - c) Main deck piping supports
  - d) Anchoring/mooring winch foundations
  - e) Topside module stool foundations
  - f) Flare boom foundation
  - g) Fairlead foundations of drilling units
  - h) Anchor racks
  - i) Substructure of drilling units
  - j) Cantilever structure of drilling units
  - k) Helideck and support structures
- v)** Machinery or service spaces (e.g., engine room, steering gear room, bow thrusters spaces, cargo pump rooms, shaker rooms, and mud pump rooms) and all control stations for safe operation of the vessel
- vi)** Superstructures and deck houses (including doors and closing appliances)

### 3.5.2 Intermediate Inspection for MODUs

The following items are to be examined and reported **upon**:

- i) All inspections required by 3/3.5.1 of this Guide
- ii) External condition of **the** shell plating below the waterline
- iii) External condition of ship-side shell connections of all sea inlet/discharge valves
- iv) Internal structural and coating condition of the boundary plating, internal bulkheads, framing, girders, and other types **of** stiffening members of two representative ballast tanks that are designed to mainly carry salt water

*Note:* Coating condition of these representative ballast tanks are to be surveyed and verified by **an ABS Surveyor** to be in “Good” condition. Coating conditions reported with less than “Good” require similar visual internal examination **by an ABS Surveyor** of additional ballast tanks, and may also result in annual inspection of all such tanks.

### 3.5.3 5 Year Inspection for MODUs

The following items are to be examined and reported **upon**:

- i) All inspections required by 3/3.5.1 and 3/3.5.2 of this Guide
- ii) Internal structural and coating condition of **the** boundary plating, internal bulkheads, framing, girders, and other types **of** stiffening members of all tanks that are designed to mainly carry salt water or brine, such as:
  - a) Ballast tanks
  - b) Preload tanks
  - c) Cargo/ballast tanks
  - d) Peak tanks
  - e) Brine tanks

*Note:* Coating condition of all ballast, preload, cargo/ballast, and peak tanks are to be surveyed and verified by **an ABS Surveyor** to be in “Good” condition. Coating conditions reported with less than “Good” require annual inspection of all such tanks.

- iii) Internal condition of **the** boundary plating, internal bulkheads, framing, girders, and other types of stiffening members of all pipe ducts/tunnels and chain lockers
- iv) Internal condition of **the** boundary plating, internal bulkheads, framing, girders, and other types of stiffening members of all dry spaces, such as:
  - a) Void spaces
  - b) Storage rooms
  - c) Cofferdams
- v) Internal condition of **the** boundary plating, internal bulkheads, framing, girders, and other types of stiffening members of all tanks/spaces containing a hull structure designated as “Special Application Structure” or “Primary Application Structure” and as defined in the *MODU Rules* or as indicated on the Owner’s construction portfolio, whichever is the more onerous.
- vi) Internal condition of **the** boundary plating, internal bulkheads, framing, girders, and other types of stiffening members of all tanks containing bilge or oily water.
- vii) Internal condition of **the** boundary plating, internal bulkheads, framing, girders, and other types of stiffening members of all tanks that are designed to mainly carry liquids other than salt water or brine, such as:
  - a) Fresh water tanks
  - b) Drill water tanks
  - c) Fuel, diesel, or lube oil tanks
  - d) Mud pit tanks
  - e) Cement tanks
  - f) All other liquid tanks not required to be inspected per 3/3.5.1 and 3/3.5.2 of this guide
- viii) Internal condition of all sea inlet/discharge valves.

## **5 Qualified Inspector Training**

### **5.1 Initial Training**

The vessel’s designated hull Inspector(s) responsible for carrying out the inspections required by HIMP is/are to undergo either classroom or web-based training prior to being qualified for this program.

The training can be done by the ABS Corporate Learning Center, by an outside training program, or internally as decided by the Owner/Operator. If the training is not conducted by ABS, details of the training program are to be submitted to the ABS Corporate Learning Center for review prior to acceptance.

*Note:* Qualification training of Inspectors for any offshore unit is to be carried out in classroom by the ABS Corporate Learning Center.

As a minimum, the training program is to include topics such as the method for surveying vessel structures, evaluation/grading of the zones within the space on each of the six criteria in accordance with the ABS “*Inspection Grading Criteria for the ABS Hull Inspection and Maintenance Program (HIMP)*”, terminology of applicable structures, classification surveys, typical hull defects and/or critical areas associated with the vessel type(s), acceptance and evaluation criteria, reporting, and other topics including, where appropriate, data entry into the ABS NS5 HIM software and any knowledge check methods/questions.

**5.3 Refresher Training**

The vessel's designated hull Inspector(s) responsible for carrying out the inspections required by HIMP is/are to undergo refresher training provided by the ABS Corporate Learning Center within five years of the date of initial training as evidenced by the initial training certificate. Where refresher training is not completed within the period, initial training, per 3/5.1, and verification survey, per 2/7.3, are to be satisfactorily completed. The Inspector's ABS training certificate will be re-issued with endorsements confirming refresher training completion.

**5.5 Nontransferable**

If the qualified inspector is subsequently employed by another owner, ABS initial training is to be repeated in order for this inspector to conduct inspections on ABS classed vessels under the HIMP scheme.

**5.7 Vessel Specific Qualifications**

Inspector Qualifications are vessel type specific and are not transferrable between significantly different hull structures, (example: Ship form structure vs. Offshore Platforms and Rigs). Inspectors performing HIMP evaluations shall obtain qualifications representative of the type of vessel they are inspecting. Inspector qualification documentation indicating dissimilar hull types to that of the documented inspection will not be acceptable at the time of documentation review.



## SECTION 4 Onboard Documentation

### 1 General

Vessels registered in HIMP are required to maintain the following documents onboard, which are to be readily available to the attending Surveyor:

- i) Copies of qualified Inspector certificates for those individuals who have performed inspections on the vessel during the prior five years
- ii) A copy of the Hull Inspection and Maintenance Program (HIMP) manual, as applicable
- iii) Structural drawings for the vessel
- iv) Inspection reports and associated digital photographs associated with all inspections carried out by the qualified Inspector(s) during the prior five years
- v) Records of all ABS endorsed hull thickness measurement (gauging) and Nondestructive Testing (NDT) carried out on the vessel during the past five years



## APPENDIX 1 References and Definitions

### 1 References (1 December 2013)

During the development of the Hull Planned Maintenance Program (HIMP) manuals, and when carrying out surveys onboard, reference should be made to the following documents, as applicable:

- ABS *Rules for Building and Classing Steel Vessels*
- ABS *Rules for Building and Classing Mobile Offshore Drilling Units*
- ABS *Rules for Building and Classing Offshore Installations*
- ABS *Rules for Building and Classing Steel Barges*
- **ABS Rules for Building and Classing Floating Production Installations**
- ABS *Guide for Building and Classing Mobile Offshore Units*
- ABS *Guide for Nondestructive Inspection of Hull Welds*
- ABS *Guide for the Class Notation "Coating Performance Standard" (CPS)*
- Inspection Grading Criteria for the ABS Hull Inspection and Maintenance Program (HIMP)
- IACS Recommendation 87 – Guidelines for Coatings Maintenance and Repairs
- ABS/IACS Common Structural Rules
- IACS Container Ships: Guidelines for Surveys, Assessment and Repair of Hull Structures.
- IACS Bulk Carriers: Guidelines for Surveys, Assessment and Repair of Hull Structures.
- IACS – Guidance for the Inspection and Maintenance of Double Hull Tanker Structures
- IACS – Guidance Manual for Tanker Structures
- IACS – Shipbuilding and Repair Quality Standard – SARQS
- TSCF – Tanker Structure Co-operative Forum – Guidelines for the Inspection and Maintenance of Double Hull Tanker Structures.
- TSCF – Tanker Structure Co-operative Forum – Guidance Manual for the Inspection and Condition Assessment of Tanker Structures.

### 3 Definitions

The definitions that are applicable to this Guide can be found in 7-1-1/3 of the ABS *Rules for Survey after Construction (Part 7)* and 7-2-1/3 of the *MODU Rule*.